TRACKLAYING TO START APRIL 1.

Western Pacific Proposes to Put | Interest Now Centers in That to | Bench Warrants Issued Out of Down Rails in Utah on That Date.

Owing to the Frost and Mud in Idaho Anl Utah Men Are Going Slow.

The prevailing cold weather has, to all intents and purposes, put a stop to construction work in Utah and Idaho. In the Gem state the government work on the Minidoka project has ceased and there is very little doing on the Yellowstone railroad.

In Utah there is some work being done on the Western Pacific but the Utah Construction company and subcontractors have practically completed the grade for 79 miles out and accordingly owing to the long haul for supplies active work will not be resumed until the track is laid over the grade. This work, it is anticipated, will be commenced during the first week in April. Between Garfield and this city, however, there is some work being

Deal Brothers and Mendenhall, the sub-contractors on the Western Pacific, and again the sub-contractors under this firm are now working on the branch being built from Las Vegas to Bullfrog to connect with the Salt Lake Route. This proposition is being rushed with him and indications are that the grading will be completed in time for the outfits to be moved back to the Western Pacific work as soon as

spring opens up.
Those sub-contractors remaining are jogging along preferring to just make expenses than remain idle during the expenses than remain the winter. When spring opens up, however, the dirt will fly in great shape and some money will be made by the contractors. The "Ricks" that have been registered by some of the sub-contractors, the work have been traced by tors on the work have been traced by the "News" to some small men who took contracts for grading after they had been sub-let three times, cutting the original estimates squarely in two, owing to the mud and frosty ground it is at the present time impossible to move dirt under such conditions and

INSTRUCTIONS TO AGENTS. Traffic Men Notify Local Officers to

Observe Elkins Law. general agents of the various big roads represented here have received personal letters from their respective traffic managers wherein emphasis is laid on the fact that all the railroads have agreed to furnish the interstate commerce commission with particulars of any violations of the Elkins and other laws. The agents are warned to do nothing that in any manner can be construed as an illegitimate attempt to get business. The giving of stop-over privi ileges on tickets, the extension of the free transportation as an inducement to get business or any other "tricks the trade" are one and all tabooed.

YARDS BLOCKADED.

Heaviest Freight Traffic in History of The West Through Odgen.

(Special to the "News.")
Ogden, Jan. 18.—Never before in the
history of the local freight business
was the union freight depot yards so congested with cars as at the present time. The freight business over the Harriman lines, and the Rio Grande Western in and out of Ogden has been enormous during the past few months, and the cars have been coming into Ogden so fast during this week that every bit of spare trackage is packed with them, many of which are empty. So congested did the freight yards become yesterday that the railroad people found it necessary to ship some of the cars to the West Weber switch and others to other spare trackage just out-side of the city. This condition of affairs is making the work on the freight employes in every department very hard, and the indications are that there will be little relief so long as the great demand continues for fruit cars for

It is an evidence that the shipping business throughout the country has greatly increased during the past year. Last month nearly 8,000 more freight cars were handled in the Ogden yards than during the same month the year before.

ROADS GETTING EVEN.

Big Systems Now Propose to Make no Discriminations.

If the administration is turning the search light on the railroads the big companies are coming back in a charyear the big eastern roads omitted to send annual passes to Congressmen and others connected with affairs at Washmanner. On the first of the Accordingly quite a number of deadheads" are now paying their fare

ow comes another move in the direction of tightening up the screws. By the action of the Central Passenger association, which was announced on Wednesday in Chicago, together with the decision of the Eastern Trunk Lines association, soldiers discharged from the Philippines or other places, will be obliged to pay full fare of three cents. per mile instead of the special reduced rate of one and one-third cents which has been in force for the last five years. This is the first new regulation upon military or quasi-military shipments made by the railroads, and similar action is to be taken at the coming meeting of the Western Passenger associa-

MORE BLOCK SIGNALS.

Oregon Short Line to Install 50 Miles

This Year. Plans have been completed for the installation of additional block signals on the Harriman lines during the coming year. The 1906 appropriation calls for 43 miles of block signal equipment on the Salt Lake division of the Southern Pacific, nearly all of the track between Ogden and Green River and 50 miles on the Oregon Short Line. This work is decidedly costly and is generally estimated upon the basis of \$1,000 for each mile to be placed under opera-Plans have been completed for the erally estimated upon the basis of \$1,000 for each mile to be placed under operation. The Short Line people, however, believe that it is money well spent as means of saving in human life and equipment, not to mention blocked tracks following a possible wreck.

As an instance of the good work of the block signal system the case of the Wreck of the mail train over in Nevada last Tuesday can be cited. The train was forzing ahead under all steam when the engineer noticed the block signal arm at danger. He stopped his train and in the distance heard the rumble of two runaway freight cars.

APPOINTMENT TO NAVAL ACADEMY.

Be Made by Senator Reed Smoot.

Examinations Will be Held in Supt. Nelson's Office, This City, Feb. 9 to 10.

Another opportunity will Le given the | Special Correspondence. young men of this state to strive for appointment to the naval academy at Annapolis. Acting upon the request of Senator Reed Smoot, who will make the appointment, State Supt. of Schools Nelson has arranged for the examination of applicants for the appointment to be held in his office at the city and county building on Friday and Saturday, Feb. 9 and 10. Those who are on the examining committee with Supt. Neison are President J. T. Kings-burg of the University of Utah, and Col. Willard Young. The physical examination of the applicants will be conducted by Dr. E. H. Gowans on Thursday, Feb. 8.

A letter is being prepared by State Supt. Nelson to be sent to the heads of all the leading educational institutions of the state calling the attention of the students to the great opportunities which an appointment to either Annapolis or West Point affords. In the east an appointment to either institution is eagerly sought for by a large number of young men, but as yet the young men of this state have not shown much interest in the matter. However those who have heretofore been appointed have always stood in the front ranks after their entrance to the institutions and have done credit to the state. Supt. Nelson is endeav-oring to work up an unusual interest in the coming examination and expects to see a spirited contest for this appointment among some of the brightest young men of the state.

The entire crew lost no time in taking to the sage brush and from a safe distance witnessed the ears plunge into the waiting engine. Had there been no warning beforehand the result would have been appalling

HERE TOMORROW.

The special train bearing the classification committee en route to the big meeting in Los Angeles Tuesday arrives in this city at 8 a. m. tomorrow coming in over the Colorado Midland and the Rio Grande Western. H. C. Bush, traffic manager of the Midland, is with the party which is made up of some of the leading freight experts of the west.

After visiting the Tabernacle and taking in the city the special will pull out for Los Angeles over the Salt Lake Route tomorrow night with District Freight and Passenger Agent J. L. Moore as master of ceremonies.

CAR REPAIRERS MEET.

A. Shroyer, superintendent of the department of car building of the Chicago & Northwestern, together with representatives of the Southern Pacific Union Pacific, Oregon Short Line, O. R. & N., Denver & Rio Grande and Rio Grande Western, met yesterday at the Knutsford and discussed a uniform method to be inaugurated in the care of cars and repairs generally on rolling stock en route on through business,

SAN PEDRO MAKES A RECORD.

The Salt Lake Route is establishing fine record with the trainload of sheep consisting of 24 double-decked cars which left Butte at 11 a. m. Thursday. The consignment was fed in transit here and left Salt Lake at 3:30 yesterday morning. The stock special arrived at Las Vegas at 7:05 this morning where the sheep were unloaded and fed. They will be re-loaded this afternoon, and, all being well, will arrive in Los Angeles at 11 a. m. tomorrow.

SPIKE AND RAIL.

J. F. Dunn, superintendent of motive power and machinery of the Oregon Short Line, has returned from a business trip to the east.

D. E. Burley, general passenger agent of the Oregon Short Line, leaves today for Chicago to attend the meeting of the Trans-Continental Passenger association.

The work of changing the Ogden yards and the erection of the viaduct across the Short Line tracks in this city is scheduled for March or just as soon as the winter breaks.

Kenneth C. Kerr, traveling passenger agent for the Salt Lake Route, has returned from a trip to Butte. A Butte and Anaconda papers gave half a column notice together with a boost for his road and the "See Amerion First" scheme.

F. W. Gray, who on Jan. I took the centract for supplying the news and magazine service on all Oregon Short Line trains throughout the system, has established headquarters at the depot. has also opened a branch establishment at Pocatello.

NOT AT ELK'S CLUB.

Secretary Raybould Says Gambling There is Strictly Prohibited.

The impression seems to prevail in certain quarters that, since the order was given to close up the gambling was given to close up the gambling houses, gambling will go on in certain clubs in the city. This morning Secretary Raybould of the Elks stated that if there were any truth in the said "Impression" there would be one notable exception, namely, the Elks' club. "Gambling has never been permitted in any Elks' club," said Mr. Raybould. "And, under the charter, it never will be permitted in any form whatever. However, I believe that the idea that gamblers will go to the different clubs

gamblers will go to the different clubs

BEFORE JUDGE DIEHL.

Mexican Sentenced to Sixteen Days For Stealing a Meal.

Alexander, McKay, aged about 78 years, charged with vagrancy several times, was before Judge C. B. Diehl again this morning. The unfortunate old man pleaded guilty to the charge and was sentenced to 30 days in jail.
C. Smith, the Mexican charged with obtaining a meal by means of false pretenses, was adjudged guilty and sentenced. tenced to 15 days in jail.

50 per cent off odd Chairs and Rockers, while they last. See our Show Window for display.

IDAHO TIMBER LAND FRAUDS.

Federal Court Against Indicted Individuals.

CONTRACTORS ARE RESTING. IS A SPLENDID OPPORTUNITY. CAPITAL NEWS CASE CLOSES.

Arguments in R. S. Sheridan vs. J. H. Bradey and Others Before Judge Stewart This Week.

Boise, Jan. 12.-Bench warrants have been issued out of the federal court here against all of the parties who were indicted by the federal grand jury at Moscow last fall for compileity in timber land frauds in north Idaho. The parties for whom warrants have been issued are: William F. Kettenbach, Geo. H. Kester, William Dwyer, William Benton, Clarence Robnett, Fred Emery, C. W. Colby, all of Lewiston, for conspiracy; William Dwyer, Clarence Robnett and William B. Benton, for subornation of perjury. and E. L. Knight for perjury before the grand jury. It is reported that the parties have all been placed under arrest, and were released on \$500 bonds each. It is expected that these cases will all be tried at the spring term of the federal court in Moscow. W. E. the tederal court in Moscow. W. E. Borah of Boise, is associated, in the defense of the indicted parties, while the prosecution will be handled by District Attorney Ruick, and his assistant, Miles S. Johnson, of Lewiston.

CAPITAL NEWS CASE.

On Monday and Tuesday of this week Judge Stewart of the district court list-ened to arguments in the case of R. S. Sheridan against J. H. Brady and oth-ers, and it was finally determined to postpone further hearing until Jan. 17, when attorneys well ships below 17. when attorneys will file briefs. This is the case in which the voting ownership of over 800 shares of the capital stock of the Capital News newspaper is involved. The defendant Brady at stock of the Capital News newspaper is involved. The defendant Brady at present holds the stock under an agreement entered into last spring by which in consideration of \$9,000 loaned to plaintiff and his associates in the ownership in stock, Mr. Brady was to be given absolute control of this stock for the three years for which the loan was made. The plaintiff Sheridan was associated with C. H. Fisher, then editor made. The plaintiff Sheridan was associated with C. H. Fisher, then editor of the News, and Jack d'Arcy, a stockholder, in the agreement. Later Sheridan was induced to believe that Fisher and d'Arcy intended to "freeze him out" of the paper. He then entered into an agreement with the Idaho Statesman ownership (which holds two-fifths of the stock of the Capital no Statesman ownership (which holds two-fifths of the stock of the Capital News). Fisher was deposed from the presidency of the company and the editorship, and the News inaugurated a series of bitter personal attacks on Brady, who is chairman of the Republican state central committee, When the time for the approximation of the series of the time for the annual meeting of stockholders approached, Sheridan began suit to restrain Brady from voting als stock. He alleged conspiracy. taking of testimony lasted throughout a week. The evidence was an eye-opener in the way of political motives on the part of a large number of democratic politicians. The Dubois and anti-Dubois factions were each eager to secure control, once it was as certained that Brady claimed control of the stock. It developed in the testi-mony that Sheridan at one time endeavored to sell the paper to leading "Mormons," contending that they needed an organ at the capital of the state It is rumored that if Brady wins th case, he will at once turn the paper into a strong Republican paper, de-manding the leased wire report from the Associated Press, and straighten-ing up the paper in a marked way.

ANOTHER RAILROAD.

Another railroad line has filed articles of incorporation with the secretary of This is the Idaho Northern which is to build from Couer d'Alene City, with branches into the timber on north fork of the Coeur d'Alene er. The capital of the company is given at \$2,500,000, and the incorporat-ors are largely business men in the

Coeur d'Alene mining region.

The state land board has entered into contract with the American Falls Canal & Power company, by the terms of which settlers on Carey lands under the company's canals can secure per-petual water rights practically in the same manner and on the same terms as are charged by the Twin Falls company. The American Falls company claim it will eventually have 90,000 acres of Carey lands under their system.

CAPITOL BUILDING.

There was a meeting of the capitol building commission last night, when there was a general discussion of ways and means connected with the pro-jected new capitol building. Plans for the main portion of the building were reported by the architect as nearly completed, and it was decided to resume work on the foundation walls as soon as the weather will permit.

INTERMOUNTAIN FAIR.

At a meeting of the directors of the Intermountain Fair association on Tuesday night it was decided that the matter of whether a fair was held in Boise this fall must depend entirely upon the action of the county commissloners. The following were appointed a committee to present the matter to the commissioners: President James A. Pinney, Secretary W. F. Dolan, J. H. Ireton, J. A. Blomquist, F. V. Martin. This committee will request that a levy of half a mill on the dollar be made for the fair. Last year the levy for this purpose was a fou th of a mill. The half mill levy would produce about \$4,500.

GRAND JURY.

A call for the convening of a grand jury at Weiser has been made by District Judge Smith. This has been deemed necessary because of the prevalence of horse and cattle stealing there. The county being directly conern Oregon, has always been a favor-ite field for operation among the horse and cattle thieves.

SOUTH AFRICA NEEDS COOLIES. London, Jan. 13 .- In an interview sublished in the Standard this morning, Rev. Joseph C. Hartzell, missionary bishop of the Methodist Episcopal church in South Africa, who has just returned to London after a year's tour of South Africa, says that an exhaus-tive study of the Chinese coolie ques-

tion has convinced him that Chinese labor is necessary for the development of that country.
"The Chinese," the bishop says, "are well treated and are well behaved. The cry everywhere, on both coasts, is for more labor, and good judges claim that South Africa in its mines and other enterprises, could absorb 500,000 H. DINWOODEY FURNITURE CO. more laborers in the next year,"

ENGINEERS AND PANAMA CANAL.

Disposition Among Senators to Transfer Work to Government Army Corps.

MOVING DRY DOCK "DEWEY."

Experiment Being Watched With Considerable Interest-Treaty With Santo Domingo.

Special Correspondence.

Washington, D. C., Jan. 8 .- The action of the senate in holding up the nominations of the Panama canal commissioners is believed to have other meaning than that senators are opposed to any one of the gentlemen named. The work accomplished by the commission up to date is not visible in Washington, and there is a widespread feeling that little actual work has been done in spite of the enormous amount which has been expended for material and supplies. The United States Government Advertiser, a publication in which all government advertisements are inserted, publishes a long list of articles wanted for the commission every week. These wants range from back saws to locomotives and from lead pencils to bridge timbers. From these advertisements it would appear that the commission may never get enough material on hand, in spite of the fact that the value of that on hand now, including that left by the French company, is said to approxi-mate upwards of \$20,000,000.

There is a growing disposition in the senate to abolish the commission entirely and to turn the work of construction over to the corps of engineers of the United States army. It is held, and with a great deal of reason, that the work which this corps has done in the way of improving the rivers and har-bors of the United States during the past 50 years, fits them for canal con-struction to a far greater degree than it is possible to expect from civil engiwhose life has been devoted to

neers whose life has been devoted to ratiroad building. In any event, it is probable that be-fore the commissioners, named by the president, are confirmed, there will be president, are confirmed, there will be a full and complete discussion of the proposition to turn the whole subject over to the secretary of war with a view to the transfer of the work to the

orps of engineers.

SPLENDID CATTLE. Representative James W. Wadsworth chairman of the committee on agricul-ture of the house, has presented to that committee three large photographs of the three principal breeds of beef cattle-Herefords, Short Horns and Polled Angus, and these pictures, which were taken at the fat cattle show in Chicago, represent the acme of perfection in the matter of beef production in the United States. The photographs in the United States. The photographs have been handsomely framed and will hereafter adorn the walls of the committee room. The room occupied by the committee on agriculture, by the way, is more beautifully decorated than any room in the house wing of the capitol building. The allegorical frescoes are building. the work of Brumide and although the colors were placed as long ago as 855 they are as bright today as they were 50 years ago. The celling of the other committee rooms are redecorated every year or two, but that of the Agricultural committee room has not en touched by a painter's brush for half a century.

DRY DOCK "DEWEY."

The construction bureau of the navy department is waiting with the great-est interest the next report from the dry dock "Dewey" which is being tow-ed across the Atlantic on its way to ed across the Atlantic on its way to Manila. This huge contrivance is about as ungainly as could be imag-ined and grave doubts are expressed as to the ultimate outcome of the ex-periment. There is a margin of only four feet between the width of the Dewey and the breadth of the Suez canal and any accident in that naval thoroughfare would prove disastrous. It is generally conceded that Congress made a mistake in not providing that the Dewey should be shipped "knocked down." It is now realized that it would have been far cheaper and infinitely safer to have adopted this course, but perhaps it would have been better still to have refrained from building the dock at all as nearly 70 feet of water will be required to flood it and there no such depth in an available place in Manila harbor at present. In this connection it will be recalled that the the floating dock located in Havana harbor at the time of the surrender of Toral in 1898. The navy experts examined the dock and recommended that it be not purchased at any price, but the state department was determined and induced Congress to appropriate the necessary money. The dock was the necessary money, hauled to the vicinity where it is still moored, but it is to all intents and purposes useless and certainly would not be available in time of war, owing to its exposed position, and no other safe location with the requisite depth of water, 66 feet, can be found for it.

TO COMPETE WITH BELL. Efforts will again be made this ses-

GOATSKIN WINE BOTTLES OF THE PRESENT TIME.

The cut shows the method adopted by the wine growers of Madeira in con-

veying their product from the mountain vineyards of the island to the exporters

on the coast. Goatskins are filled with the wine, and then weigh about ninety

pounds each. The carriers, called borracheiros, carry the skins suspended from

a strap buckled across the forehead. On the return trip the bags are inflated

with air in order to preserve the equipolse,

phone company in competition with the Bell within the District of Columbia. Apparently Washington and New York are the only citles of importance in the country in which the telephone franchise is monopolized by the Beil comagainst the admission of a ri-company to the capitol is the under the law all wires must placed under ground, and that to install a new line would necessitate the opening of trenches in practically every sireet in the city, but on the er hand complaints against the present monopoly and its methods and charges are so widespread that it ap charges are so widespread that it ap-pears that at last the rival corporations have at least a fighting chance. This chance grows brighter as the independ-ent companies grow, and if they suc-ceed in breaking into New York City, they are certain to win eventually in their fight to gain an entrance to the Cartiel.

POOR OUTLOOK FOR TREATY. There does not seem to be much chance for the ratingation of a treat between the United States and Santo Domings. It is doubtful if there was ever a convention submitted to the sen-ale which had so lew friends as this ocument appears to have. Even the administration evinces no disposition whatever to make any particular effort to recure its ratification. This is perhat Merales, the president at the time the agreement was made, has since stepped down and out. But the modus vivendi under which affairs are at preslicial to the interests of a very power-'!! American syndicate. It appears not this syndicate had an arrangement

with the Morales government whereby collected the customs dues in the four principal ports of the island and reimbursed itself for the alleged indebtedness of Santo Domingo out of the collections. When through the agreement between President Roosevelt and Pres dent Morales this arrange-ment was set uside and the United tates undertook to control the revenues of Santo Domingo in the interest of all parties concerned; this syndicate vas naturally set aside. The members of the syndicate at once organized propaganda against the modus vivendi and incidentally against the ratification of the treaty. That was before the itest upderval, since which the ad-ministration has evinced no particular interest in the ratification of the treaty, which it was hoped would solve many of the perplexing questions which have arisen in connection with Santo Bomingo during the past few years. Every American who has visited the island has come to the conclusion that only through an absolute past few years. that only through an absolute protec-torate on the part of the United States can anything like a stable government, be hoped for, and it appears now that the United States must either assume entire control of the civil affairs of the republic, or abandon it altogether, in which event it will not be long before the European governments take forci-ble steps towards securing the settle-ment of their claims.

It was as long ago as 1868 that General Grant, then president of the United States, recommended the annexation of Santo Domingo to the United States. But that was before this country had acquired Porto Rico. Since then there acquired Potto Rico. Since then there has been, practically speaking, an annual revolution and never a real stable government for five years at a time. The island of which Santo Domingo is the eastern half is one of the most fertile on earth and with civil conditions permanent in character it is believed that it would be come. that it would be come one of the

SHIPBUILDERS STRANDED.

There seems to be a fatality connected with the men who have been instrumental in the upbuilding of the Ameri-can navy. The very first ships of the new navy were built by John Roach and Sons, whose shipyard was on the Delaware. Before he began to lay the keel of the Atlanta, John Roach was regarded as a millionaire. He died comparatively without means and it has always been asserted that his financial osses were directly due to the troubles brought upon him through his efforts to build ships for the navy.

No one man in the United States has accomplished more in the way of launching modern ships of war than Charles Cramp. It is safe to say without consulting the records that more than 50 per cent of the finest ships in the American navy today, were con-structed in the Cramp shipyards in Philadelphia. Charles Cramp and Sons became a corporation some years ago and it appears that Mr. Charles Cramp, the founder of the company, and the man recognized by the navy department as the most expert shipbuilder in the country today, turned over to the cor-poration all his holdings, or practically all. Today it is reported that Charles Cramp has nothing left. It will be a sad commentary upon American ship-building annals if Charles Cramp like John Roach shall, when he passes over leave nothing behind for his family to show for all that he has done to make

the United States a sea power among the nations of the world. BANK STATEMENTS.

New York, Jan. 13 .- The statement of the clearing house banks this week show United States 1aid Spain \$200,000 for that the banks hold \$12,088,650 over the legal requirements. This is an increase of \$12.237,650 over last week. The statement

Loans				 ***		de	\$1	.005.041.6
	crease							383,3
Depos	Its	Aires		 				997.201.1
Inc	rease		****	 				12,463,
	atton							52,990.
	crease							77.5
Legal	tende							83,780,
	rease							4,610,
	Livery							178,329,
	rease							10,993,
	ve							282,110.
	crease							15,608,
	ve re							249,301,
	rease							3,395,
	18							72,808,
								12,237.
K1-1111	s. der	week's	27.83	 ***	***	3-13	1.8	
Titt	rease	1111	1411)	 * * 1		12.5	4.4.	12,251,

WEEK IN STOCKS GLOSED ACTIVE.

Large Buying Orders at Opening Carried Prices to Higher Level.

UNION PACIFIC'S NEW RECORD

Business Wide and of Large Volume, Offering Good Opportunities for Realizing, Being Many Offerings.

New York, Jan. 13.-Large buying orders carried opening prices in the stock mar-ket today to a higher level, the highpriced railroad stocks leading. Great Northern preferred rose 212 and Northern Pacific. St. Paul and New York Central a point. There were besides, large fracional gains in Missouri Pacific, Colorado & Southern and Pressed Steel Car. Union Pacific was shaded a small fraction and Sugar and Metropolitan Street Rallway were also lower.

The breadth and volume of business offered attractive opportunities for realizing and stocks were so freely offered as to put prices back to last night's level or below. Here and there stocks weakened sharply and added to the reactionary tendency. Consolidated Gas was carried off 4%. Brooklyn Union Gas ', Kansas City Southern preferred and Smelting 14. Slots-Sheffield Steel 24 and Corn Products 1. Otherwise the stback was arrested in the neighborhood of last night's level, and there was some receivery later with a subsidence of activity. Northwestand Amagamated Copper and Local Traction I. Losses of a point or more wer scored by Union Pacific, Southern Pacific, St. Paul Illinois Central, Minneapolis, St. Paul and Saulte Ste. Marie, D. & R. G., Sugar, the Smeiling stocks, People's Gas Railway Steel Spring, Corr. Products preferred, and North American The closing was extremely active and ir regular.

LIVE STOCK.

CHICAGO

Chicago, Jan. 12.—Cattle—Receipts, 400; market stendy. Beeves, 3.50@6.45; cows .25@4.30; heifers, 2.20@4.45; calves, 5.75@ .75; good to prime steers, 5.35. 6.25; poor to nedium, 3.50@5.30; stockers and feeders, 2.2074.20.
Hogs—Receipts, 25,000; market 5210 cents lower; estimated Monday, 50,000. Mixed and butchers, 5.1505.374; good heavy, 5.2045.324; pigs, 4.7526.15; bulk of sales, 5.2546.35.

(90.35. Sheep—Receipts, 2,000; market steady. Sheep, 2,000,00; yearlings, 6,0007.00; lambs, 5,2505.35. Sheep—Receipts, 2,000; market steady. Sheep, 3,5000.00; yearlings, 6,0007.00; lambs 5,7507.85.

KANSAS CITY.

Kansas City, Jan. 13.—Cattle—Receipts, 3.000; market stead. Native steers, 4.000 6.00; native cows and heifers, 2.0005.00; stockers and feeders, 3.0004.50; bulls, 2.250 3.90; calves, 3.0007.00; western fed steers, 3.5096.5; western fed cows, 2.503.76. Hogs—Receipts 5.000; market steady. Bulk of sales, 5.2005.35; heavy, 5.2005.374; packers, 5.2505.35; pigs and lights, 5.100 5.20.

Sheep—Receipts, 200; market steady, Muttons, 4.50@6.10; lambs, 5.50@7.50; range wethers, 5.50@6.50; fed ewes, 4.75@6.60.

OMAHA. Omaha, Jan. 13.—Cattle—Receipts, 100; market unchanged. Native steers, 3.500, 5.50; cows and helfers, 3.500, 4.00; canners, 1.7562, 40; stockers and feeders, 2.5004, 10; calves, 2.5006, 00; bulls and stags, 2.0004, 10; calves, 2.5006, 100; bulls and stags, 2.0004, 10; hose—Receipts, 7,000; market 5 cents lower. Heavy, 5.2505, 30; mixed, 5.2006, 25; lights, 5.1006, 25; pigs, 4.5006, 00; bulk, 5.2006, 25;

36.25.
Sheep—Receipts 100; market steady.
Yearlings, 6.0026.25; wethers, 5.4026.70;
ewes, 4.7505.40; lambs, 7.0027.50. WOOL.

ST. LOUIS.

St. Louis, Jan. 13.—Wool, steady, Ter-ritory and western mediums, 20030; fine medium, 22026; fine, 19021.

PRODUCE.

CHICAGO.

Chicago, Jan. 13.—Excessive rains in Argentina and a lack of moisture in India. created bullish sentiment today in the wheat market here. May opened unchanged to 14 higher at 88% to 88% and advanced to 88%. Minneapolis. Dulath and Chicago reorted receipts of 439 cars against 296

ported receipts of the cars against see a years ago.

The corn market was steady and trading was of small volume. May opened unchanged at 45%, sold at 45 and then railed again to 45%.

Profit taking by local longs caused some weakness in the ones market. May opened anchanged to 16 lower at 32 to 32% and sold off to 31%.

Provisions were steady, notwithstanding a 10-cent decline in live hogs. May pork was unchanged at 14.67%; lard was off. 25% at 7.62%, and ribs were unchanged at 7.60.

Cash; Wheat-No. 2 red. 874304; No. 3 | Store, Salt Lake City, Utah.

red, 866874; No. 2 hard, 844788; No. 3 hard, 82484; No. 1 northern, 876884; No. 2 northern, 856874; No. 3 spring, 826876; Corn-No. 2, 43; No. 3, 42467424; Oats-No. 2, 31; No. 3, 354, There was a good demand throughout the day and the market continued firm. The close was firm with May up 1474, 1878, 6881.

he close was firm with May up 186% t 88% (1881).
Corn—The demand for corn became more citive as the session advanced. The high coint for May was reached at 15% (16%) the clase was firm, with May up 146% at the hest price of the day.
Close: Wheat—May, 89% (1894); July, 85%

Corn-May, 455,74451; July, 4576. Cats-May, 320328; July, 304. Pork-May, 14,121; Jan. 13,75, Lard-May, 7,671267,70; Jan. 7,50; July, Ribs-Jan., 7.47) 207.50; May,7.62 437.65;

Oly, 7.65. Rye-Cash, 68. Flax-Cash, northwestern, 1.23. Timothy-March, 3.45. Clover-Cash, 12.35. Barley-Cash, 38055.

NEW YORK. New York, Jan. 12.—Sugar, raw, steady, Fair reining, 33-16; centrifugal, .96 test, 31-16; molasses sugar, 215-16.
Reined—Firm, Crushed, 5.40; powdered, 4.80; granulated, 4.70.
Coffee—Steady, No. 7 Rio, 844.
Butter—Firm. State dairy, common to extra, 17428.
Cheese—Quiet, unchanged.
Eggs—Easier, Western firsts, 22\4023; do, seconds, 21\0.22; southerns, 18422.

NEW YORK CLOSING STOCKS.

Saturday, Jan. 13, 1906.

Wellison Francisco Contraction
Atchison pfd104
Baltimore & Ohio
Canadian Pacific
Chicago & Alton 37
Chicago & Alron ofd
Chicago & Northwestern234
Chicago & Northwestern pfd
Colorado Southern 35
Denver & Rio Grande 45
Denver & Rio Grande pfd 89
Erie49
Illinois Central
limbols Central
Louisville & Nashville
Manhattan L
Metropolitan St. Ry
Mexican Central 25
Missouria Pacific
New York Central
Pennsylvania
Reading
Don't Inland
Dook Island wild
Courtiene Ductie
gr Dani
Southern Rallway
Union Pacific
Union Pacific pfd 91
Union Pacine più manne de
Wabash
Wisconsin Central
Northern Pacific208

Northern Pacific
MISCELLANEOUS.
Amaigamated Copper
American Lacomotive
Brooklyn Rapid Transit
National Biscult 68
Pacine Mail100
Pressed Steel Car Pullman Palace Car
Sugar
United States Steel

THE MONEY MARKET.

New York, Jan. 13 .-- Close: Money on call nominal, no loans. Time money easy; 60 and 90 days.

51/2 per cent; six months, 5@51/4 Sterling exchange firm, with actual business in bankers' bills at 486.50@486.60 for demand and & at 483.25@483.35 for 60 day bills. Posted rates, 483%@484 and 487

@48712; commercial bills, 4821/2@ Bar silver, 65% Mexican dollars, 50%. Bonds-Governments, steady;

railroad bonds, firm.

BANK CLEARINGS. New York, Jan. 12.—The following table, compiled by Bradstreet, shows the bank clearings at the principal cities for the week ended Jan. II, with the percentage of increase and decrease as compared with the corresponding week last year. Inc. Dec.

		IHC.	A.F. C. C.
New York\$2	647.346.232	38.2	¥.5 × 4.
Chicago	240,415,003	23.7	*1.78
Boston	189,286,007	15.0	4+78
Philadelphia	160,224,531	23.2	NYAW.
St. Louis	66,875,886	4.4	
Pittsburg	57,324,630	33.0	
San Francisco	44,725,584	33.5	
Cincinnati	29,068,900	4.9	****
Baltimore	30,864,230	17.8	
Kansas City	25,842,638	8.8	****
New Orleans	24,827,965	1.4	
Minneapolis	17,008,887	****	4.8
Cleveland	16,560,258	3.6	
Louisville	15,304,637	20.9	****
Detroit	12,522,462	7.0	****
Milwaukee	10,233,680	16.0	437.2
Omaha	9,065,255	1010	3.2
Providence	8,658,500	0.7	
Los Angeles		****	1112
Denver	7,270,210	14.02	2.3
Seattle	7,517,357	44.5	
Portland, Or	4,814,430	14.4	****
SALT LAKE CITY	7.770.451	71.8	100
Snokane, Wash,	4,173,623	41.1	****
Tacoma	3,932,497	32.1	
		-	Minister &

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